

**DRAFT**

4. The Southwest Waterfront Development Plan

The Southwest Waterfront Development Plan ("Development Plan") includes a series of recommendations that will greatly enhance the Southwest neighborhood by adding life and activity to the waterfront. These recommendations include adding significant residential density, creating new public gathering spaces along the waterfront that will better connect the neighborhood and visitors to the Channel, and providing for new retail and cultural uses. The proposed development will create 3,000 construction jobs, 1,500 permanent jobs, \$9 million in annual tax revenue, nearly \$2 million in one-time taxes during construction and will draw visitors from the District and the region to DC's new, unique waterfront neighborhood.

The Development Plan focuses on the six development parcels immediately adjacent to the Washington Channel, in the stretch of land between the Highway 395 Bridge and N Street. All of these sites are owned by the RLA Revitalization Corporation (RLARC) the National Capital Revitalization Corporation (NCRC) or the District. This ownership pattern provides NCRC and the District with a unique opportunity to reshape the site's infrastructure and introduce new people, uses, activities and public spaces to the waterfront.

The AWI Southwest Waterfront Vision ("AWI Vision") represents the long-term aspirations for the waterfront, and includes the actions outlined in the Southwest Waterfront Development Plan and a number of additional long-term recommendations for a larger geographic area along the waterfront. The long-term goals included in the AWI Vision have the potential to build on and complement the Development Plan, but all of the actions outlined in the Development Plan can occur independent of the recommendations included in the AWI Vision.



FIGURE 4.1
Southwest Waterfront Development Plan





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FIGURE 4.2
Southwest Waterfront Development Plan



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The Opportunity

AWI and Momentum for Revitalization

The Memorandum of Understanding (MOU) signed by twenty District and Federal agencies, confirms a shared commitment to the Anacostia Waterfront with the goals of creating a clean and active river, eliminating barriers and gaining access, and establishing a great urban waterfront park system with unique cultural destinations and strong waterfront neighborhoods. This has set the stage for the Anacostia Waterfront Initiative (AWI) and established a clear context for the Southwest Waterfront revitalization strategy.

Current Land Use and Utilization

The total site area, including the National Park Service site (10th Street Overlook), consists of 47.5 acres excluding water lots. Of this total some 20 acres (42.1%) is in the form of paved surfaces, primarily Water Street, Maine Avenue and an intervening row of surface parking lots; 4.5 acres (9.5%) is covered by buildings; 5.3 acres (11.2%) can be characterized as usable open space; and 17.7 acres (37.2%) is in the form of general open area, largely strips of land between streets and parking lots. These figures indicate that this area is extraordinarily underutilized for an urban location, with very low levels of amenity and enormous redundancy in the amount of land devoted to traffic and parking. The ability to alter these proportions presents a great opportunity.

Market Conditions

Like many major North American cities, the District is experiencing strong market demand in the residential sector in the city center. This diverse market, which includes young professionals and government workers as well as empty nesters and retirees, is particularly attracted to waterfront locations. It is estimated that there would be a demand for up to 500-700 units per year in this location in mid-rise condominium and rental developments in a waterfront neighborhood setting. There is a great opportunity to combine this residential demand with a parallel demand for a wide range of amenities for public enjoyment including boating activities, fish market, water-related restaurants, cafes and retail, cultural and civic amenities such as an expanded Arena Stage and new museums.

LEGEND	
Existing Land Coverage	
SOUTHWEST PROJECT AREA	
LAND AREA:	47.5 acres*
WATER AREA:	29.7 acres
TOTAL AREA:	77.2 acres*
*includes NPS site of 7.8 acres	
SOUTHWEST LAND AREA: 47.5 Ac.	
PAVED SURFACE:	20.0 acres
Existing %:	42%
*Optimal %:	20%-25%
BUILDINGS:	4.5 acres
Existing %:	9.5%
*Optimal %:	40%-50%
OPEN SPACE:	5.3 acres
Existing %:	11.2%
*Optimal %:	25%-30%
*Typical of similar urban developments	

FIGURE 4.3
Existing Land Coverage



FIGURE 4.4
Parking Lot along Water Street



FIGURE 4.5
Parking lot along promenade



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Land in Public Ownership

The vast majority of the 47.5 acres in the project area is currently in public ownership including lands owned by the District, the RLARC and the National Park Service, in the form of vacant sites, street rights-of-way, parking lots, the water's edge promenade, parks and plazas and leased parcels. The long term leases of Gangplank Marina and the former Hogates establishment have been re-acquired by the NCRC. This extent and concentration of public ownership and control creates a remarkable opportunity for a comprehensive re-organization of the site to reclaim currently underutilized lands. In addition, many current leaseholders have indicated their willingness to work with the public sector in this effort.

Potential for Connections and Linkages

The Southwest Waterfront site occupies a strategic location which opens up opportunities for a series of medium and long term initiatives which will improve access to the waterfront from the Capitol and the National Mall via L'Enfant Plaza and the 10th Street overlook, the existing Southwest neighborhood via 7th and 9th Streets, and link currently isolated destinations along the Potomac and Anacostia Rivers including East Potomac Park, the Tidal Basin and Jefferson Memorial, Fort McNair and Buzzard Point, the emerging Anacostia Riverwalk and Trail and Poplar Point and M Street, SE.

Potential for Environmental Benefits

The revitalization of the Southwest Waterfront offers a number of opportunities to improve environmental conditions. By reducing the amount of paved area and increasing the amount of park space, the amount of impervious surface and surface run-off will be reduced; additional tree canopy and the pattern of buildings can greatly increase the amount of shade and channel breezes, improving microclimate; the mix of uses, enhancement of the walking environment and increased recreational opportunities can reduce the need for automobile trips, and improvements to water quality and low-impact development requirements can be made as part of the larger AWI strategy.

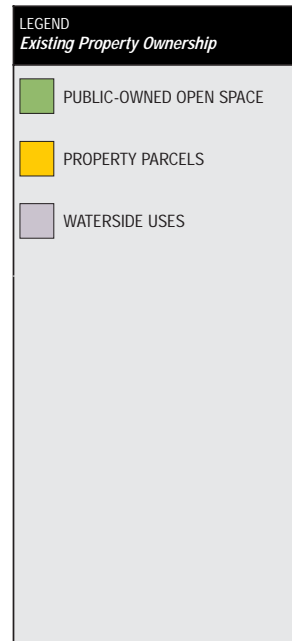


FIGURE 4.6
Existing Property Ownership



FIGURE 4.7
Water Street



FIGURE 4.8
Plaza



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Key Recommendations

Eliminate Water Street

Eliminating Water Street is the first step towards reshaping the land-use possibilities of the Southwest Waterfront. Water Street is functionally redundant because it is directly adjacent and parallel to Maine Avenue for most of its length. As a result, Water Street is a low volume road that is used mainly to access the numerous parking lots along the waterfront. Assuming that access to waterfront uses continues to be provided, Water Street is functionally unnecessary from a traffic standpoint.

The combined paved surface area of Water Street, Maine Avenue and the parking lots between the two streets separates the Southwest community from its waterfront. Removal of Water Street and its adjacent parking lots will create more waterfront land for open space and buildings. The current waterfront land area is limited by Water Street and totals only 12.3 acres. After removing Water Street, the waterfront land area will almost double to 23.6 acres.

The increased land area will allow for more efficient land use while greatly improving access to the waterfront. The neighborhood fabric can be brought closer to the water's edge and, conversely, the waterfront open space can be extended inland to the community.




LEGEND	
Remove Water Street	
EXISTING WATERFRONT LAND AREA	
	TOTAL LAND SOUTH OF WATER STREET: 12.3 acres
PROPOSED WATERFRONT LAND AREA	
	LAND SOUTH OF WATER STREET: 12.3 acres
+	
	LAND FROM REMOVING WATER STREET & PARKING LOTS: 11.3 acres
TOTAL LAND SOUTH OF MAINE AVENUE: 23.6 acres	



FIGURE 4.9
Remove Water Street



FIGURE 4.10
Water Street



FIGURE 4.11
Water Street



FIGURE 4.12
Existing parking lots along Water Street



FIGURE 4.13
View across Water Street and Maine Avenue

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Key Recommendations

Transform Maine Avenue

Already a major vehicular artery, Maine Avenue will assume a more prominent and multi-functional role after the removal of Water Street. As the primary waterfront street, Maine Avenue will provide direct access to waterfront uses, become a pedestrian-friendly environment, and continue to serve as an important regional connector. To accomplish these objectives, Maine Avenue will be transformed into a great urban boulevard, similar to other streets in the District like Massachusetts Avenue or Connecticut Avenue.

The anticipated vehicular volume of 30,000 vehicles per day will be similar to other urban Washington boulevards. However, a new pedestrian focus will ensure that Maine Avenue will not be a high-speed thoroughfare. The addition of two new signalized intersections will control traffic speed while creating additional points of pedestrian access from the Southwest community to the waterfront. Improved sidewalks, bicycle routes, and landscaping will provide for a more enjoyable and safer pedestrian experience. The character of Maine Avenue will become that of a street integral to the Southwest community, rather than a vehicular thoroughfare passing through the neighborhood.

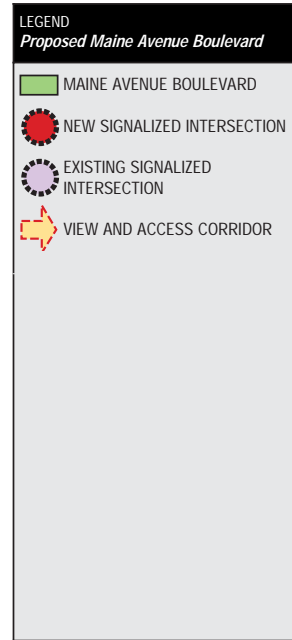


FIGURE 4.14

Proposed Maine Avenue Boulevard



FIGURE 4.15

Maine Avenue from 10th Street Overlook

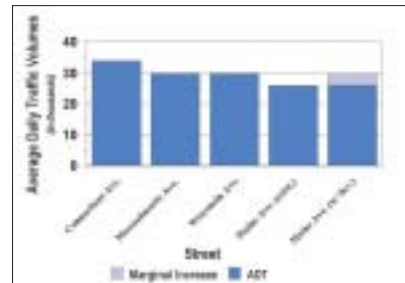


FIGURE 4.16

Maine Avenue Compared to Similar District Streets

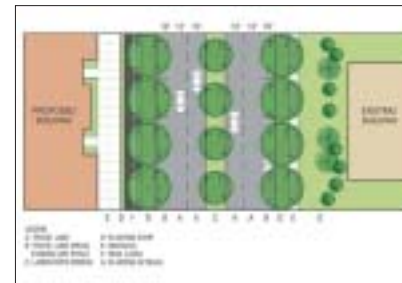


FIGURE 4.17

Partial Plan of Proposed Maine Avenue Boulevard



FIGURE 4.18

Cross-Section of Proposed Maine Avenue Boulevard



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Key Recommendations

Create and Enhance Trail Routes

Trail routes for cyclists and other recreational users will provide access and activity on the waterfront while linking to the overall Anacostia Riverwalk and Trail system. The plan includes two trail routes through the Southwest Waterfront: a primary trail route adjacent to the improved Maine Avenue Boulevard, and a secondary trail route directly on the waterfront promenade. This split trail system also forms a part of the Potomac Scenic Heritage Trail, which passes through the Southwest.

Cyclists passing through the neighborhood can use the Class 1 primary trail route along Maine Avenue to travel quickly through the area. Recreational users can use the secondary trail route on the waterfront promenade where they will mingle with pedestrians. Cyclists using the promenade will typically dismount and walk during times of peak pedestrian activity.

A safe trail connection to the northwest under the Case Bridge (Interstate 395 ramps) is an important step to creating future links to the Tidal Basin and across to Hains Point. While the existing space under the bridge is too narrow for ideal pedestrian and vehicular clearances, an engineering study will be completed to develop the best scheme to safely accommodate all these functions.



FIGURE 4.19
Proposed Trail Routes



FIGURE 4.20
Chicago, Illinois



FIGURE 4.21
Chicago, Illinois



FIGURE 4.22
Vancouver, Canada



FIGURE 4.23
Hudson River Park, New York, New York



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New Public Spaces

Complete Public Realm Framework

The proposed public spaces in the Southwest Waterfront Development Plan will provide over 13.6 acres of parks, plazas, and waterfront walkways, greatly increasing the percentage of public open space from 11.2% to 28.6%. Each type of open space is designed and located to complement the activities of its surrounding uses while taking advantage of physical conditions such as views, solar access and street alignments.

Environmental Benefits & Sustainable Landscape Design

The elimination of Water Street and the existing surface parking lots in the project area, along with the creation of additional green space, will greatly reduce the amount of impermeable surface area on the site, which will decrease pollutants carried by run-off flowing into the Washington Channel. As implementation of the Development Plan progresses, design guidelines for the new public open spaces proposed in the Development Plan should include sustainable landscape design techniques and storm water management best practices, which will further contribute to the improving environmental health of the Washington Channel and Anacostia River.

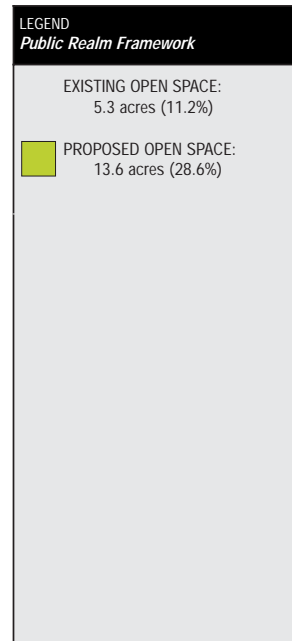


FIGURE 4.24

Complete Public Realm Framework



FIGURE 4.25

Rockefeller Center, New York, New York



FIGURE 4.26

Waterplace, Providence, Rhode Island



FIGURE 4.27

Battery Park City, New York, New York



FIGURE 4.28

Vancouver, Canada



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New Public Spaces

As with the Anacostia Waterfront Initiative, the foundation for a vital Southwest Waterfront rests in the creation and expansion of the public space system along the waterfront. The Development Plan proposes to interlace a series of active and complementary land uses with a network of public open spaces. The expanded public realm will almost triple the amount of existing open space from 5.3 acres to over 13.6 acres. The proposed new public spaces are each unique in character and are linked together by the waterfront promenade and by the Maine Avenue Boulevard.

Market Square

The Market Square is one of two new major public gathering spaces proposed for the waterfront and is located at the northwest end of the site, across from the 10th Street Overlook and adjacent to the Fish Wharf. Drawing on the historic pattern of Southwest's commercial and maritime activity, the square will be a hard-surface public gathering space that is intended as a lively, commercial, urban node of activity. With the character of a town square, the open space will be multi-functional in order to accommodate different uses such as greenmarkets, festivals, and performances. Uses adjacent to the square, such as the Fish Wharf to the north and the proposed retail to the south, will complement and benefit from the activity at this open space. The location of the Market Square also preserves the vista from the 10th Street Overlook southwest across the Washington Channel to Hains Point.



*Market Square Concept Plan
(red oval at right)*



FIGURE 4.29
Market Square



FIGURE 4.30
Pioneer Square, Portland, Oregon



FIGURE 4.31
Granville Island, Vancouver, Canada



FIGURE 4.32
Seattle Public Market, Seattle, Washington



FIGURE 4.33
Las Ramblas, Barcelona, Spain



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New Public Spaces

Civic Park

The second proposed major public space is a new Civic Park at the southeast end of the site near the intersection of M Street and Maine Avenue. Together with the Market Square, these two major public spaces will anchor the new development and serve as prominent gateways to the waterfront. Flanked by Arena Stage and proposed new cultural and community institutions, the Civic Park will serve as a cultural hub connecting these activities to each other and to the neighborhood.

The park will be extensively landscaped with trees, gardens, open lawns and plazas to create a green oasis on the waterfront serving as a quieter, less active counterpart to the Market Square. The Civic park will be enjoyed by visitors seeking a calm place to relax, read a book, or bring their children to play. In addition to being at the cultural heart of the neighborhood, the park's proximity to the largest existing residential area in the neighborhood will provide the community with significantly more open space for enjoyment of the waterfront.

The location of the Civic Park in the alignment of M Street preserves an important vista over the Washington Channel, while providing a dignified terminus for M Street. The park also provides an appropriate setting for a potential monument or memorial, as anticipated in the NCPC 'Museum and Memorials Plan'.



*Civic Park Concept Plan
(red oval at right)*



FIGURE 4.34
Civic Park



FIGURE 4.35
Chrissy Field, San Francisco, California



FIGURE 4.36
Bryant Park, New York, New York



FIGURE 4.37
Exhibition Park, Vancouver, Canada



FIGURE 4.38
Battery Park City, New York, New York



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New Public Spaces

Street-End Plazas and Parks

A series of smaller plazas and parks are planned where local streets terminate near the water's edge. These parks and plazas occur at the street-ends of 9th Street, 7th Street, N Street, and south of St. Augustine Church. By locating these parks on the alignments of these streets, local view corridors are preserved, allowing views of the water for neighborhood residents further inland.

The street-end plazas and parks also function to break up the massing of new development along Maine Avenue and to create additional access points to the waterfront. The plazas and parks also help to break up the linear nature of the waterfront promenade with areas for gathering, reflection, and space for activities from adjacent retail and restaurant functions such as outdoor cafes.

At 7th and 9th Streets, the plazas also serve as drop-offs and turnarounds for vehicles. These spaces will combine automobile access with pedestrian activity in a manner similar to other locations such as the waterfront at Fells Point in Baltimore, and to many traditional European public squares.



*Street-End Plaza Concept Plan
(red circles at right)*



FIGURE 4.39
Street-End Plazas and Parks



FIGURE 4.40
Granville Island, Vancouver, Canada



FIGURE 4.41
Aker Brygge, Oslo, Norway



FIGURE 4.42
Davis Square, Cambridge, Massachusetts



FIGURE 4.43
Fells Point, Baltimore, Maryland



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New Public Spaces

Waterfront Promenade

The various public spaces planned for the Southwest Waterfront will be tied together by an improved and expanded waterfront promenade. As in many great waterfronts, the promenade is an essential component of the overall open space network, as it allows visitors and residents to be as close to the water as possible to sit, enjoy the view, take a leisurely stroll, or exercise.

The existing Southwest promenade runs from P Street SW north to the Fish Market. The promenade is currently underused due to a shortage of activity along its length, and a lack of major destinations or public spaces at either end. The proposed combination of new destination open spaces and mixed-use development will bring increased activity to the promenade on a continuous basis.

The promenade will be widened in order to accommodate increased traffic and different recreational activities in conjunction with the goals set forth by the Anacostia Waterfront Initiative. The promenade will be designed to accommodate all users ranging from pedestrians to cyclists and runners in a safe and enjoyable manner. The promenade's increased width will also accommodate outdoor restaurant seating.



FIGURE 4.44
Waterfront Promenade



FIGURE 4.45
Singapore



FIGURE 4.46
Venice, Italy



FIGURE 4.47
Battery Park City, New York, New York



FIGURE 4.48
Battery Park City, New York, New York



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The existing 40-foot wide promenade is comprised of two 20-foot wide levels that differ in elevation by approximately six feet. Due to the significant height separation between the two levels, the promenade does not function well as a whole because the split separates upper and lower-level activities. Physically, stairs and ramps between levels occur intermittently along its length, and visually the sightlines are poor from one level to the other. The lack of sightlines also reduces the perception of security for pedestrians on the lower level. The upper level is also frequently used for outdoor restaurant seating and enclosed porches, improperly blocking public space and reducing the width of the promenade to an effective 20 feet.

The Development Plan proposes two significant changes to the existing promenade. First, by shifting new buildings back from the water's edge, the promenade will be widened to 60 feet. The increased width will provide generous space for pedestrian activity, cyclists, and outdoor restaurant seating. Second, easing the vertical transition between the two levels will improve sightlines and access from one level to the other, improving security and pedestrian comfort and creating visual openness to the water's edge.

In Option One at right, the upper level transitions down to the lower level by a continuous series of steps, providing ample seating along the length of the promenade. Option Two proposes raising the lower level by three feet to reduce the overall height difference.

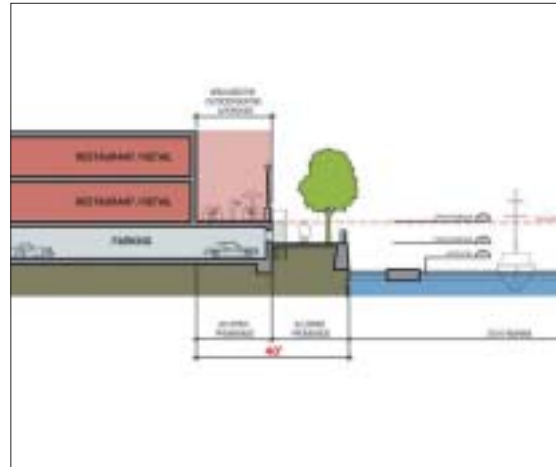


FIGURE 4.49
Existing section at waterfront promenade

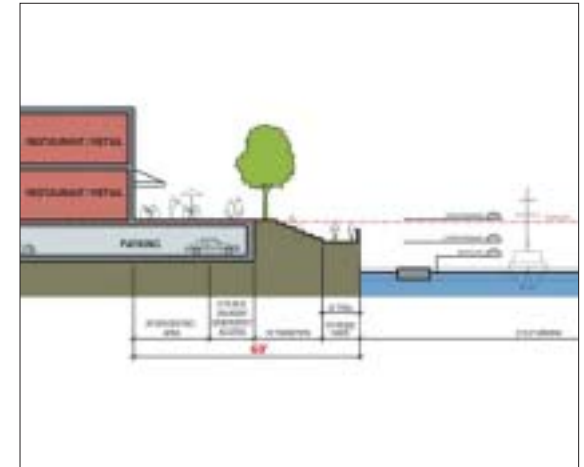


FIGURE 4.50
Option 1: Ease vertical transition

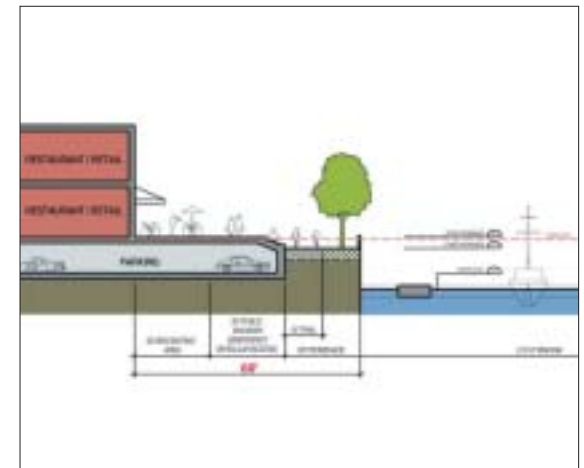


FIGURE 4.51
Option 2: Raise lower level



FIGURE 4.52
Existing lower promenade looking southeast



FIGURE 4.53
Existing two-level promenade



FIGURE 4.54
Existing upper promenade looking northwest



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Land Use, Density and Building Massing

Parcelization

The Public Realm Framework described in the previous pages establishes the size, location, and nature of the public spaces on the waterfront and throughout the project area. It creates an armature on which development sites for buildings can be integrated, while ensuring that access, view corridors, and generous public open spaces are provided. Six development parcels are created in a variety of sizes, resulting in a total of over 450,000 square feet or 10.5 acres of land area. This contrasts with the 4.5 acres which are currently devoted to buildings on the site (see Figure 4.3).

The elimination of Water Street and the adjacent surface parking lots allows for this increase in development area and public open space. Without Water Street as a boundary, the buildings can be moved away from the water's edge to create a more generous waterfront promenade. The parcels created also have much more practical dimensions than the relatively long and narrow sites which currently exist. The new average parcel depth is approximately 250 feet, allowing for mixed-use buildings and concealed internal parking structures. The dimensions of the proposed sites are similar to typical city block patterns in other parts of the District.

TABLE 4.A <i>*land areas are approximate</i>	
Development Sites	
SITE	AREA
1	98,700 sf (2.3 acres)
2	94,000 sf (2.2 acres)
3	86,400 sf (2.0 acres)
4	91,200 sf (2.1 acres)
5	50,400 sf (1.1 acres)
6	36,000 sf (0.8 acres)
Total	456,700 sf (10.5 acres)

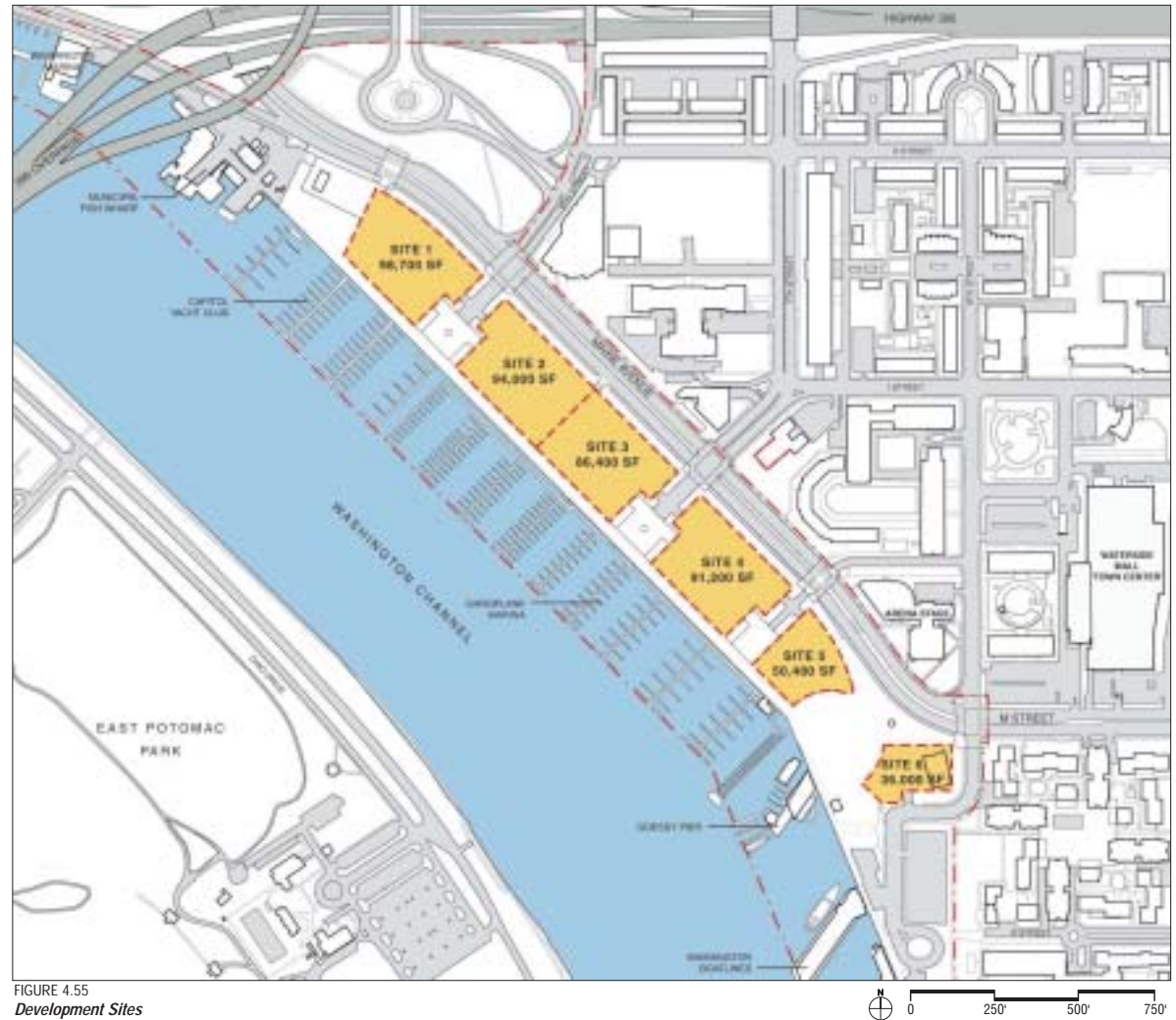


FIGURE 4.55
Development Sites

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Land Use, Density and Building Massing

Principles and Goals of the Development Program

The Southwest Waterfront is meant to be an active and lively urban place, one of the few opportunities for the city fabric of the District to extend right to the water's edge. Unlike the relatively homogeneous and internalized office zones or exclusive residential enclaves which have sprung up around the District, the Southwest Waterfront is seen as a real and vital neighborhood place with a broad mix of uses and activities - living, working, culture and recreation - that creates a viable balance between visitors and residents.

The site organization, mix of uses, and building types are all designed to foster an active public realm and pedestrian environment with attractive and active ground floor uses and a wide range of amenities for the public. Boating and water-related uses, the Fish Market, restaurants, cafes, retail, cultural uses, new parks and plazas will all share space along the length of the Waterfront Promenade. The presence of a diverse residential population combined with ground floor uses along the waterfront will provide a sense of 24-hour community and security. The development program allows the existing businesses to be incorporated into the revitalized waterfront.

Economic Impact

The Plan will generate significant economic benefits for the District. It will create 3,000 construction jobs, 1,500 permanent jobs, \$9 million in annual tax revenue and nearly \$2 million in one-time taxes during construction. In addition, each dollar of public sector investment will leverage between \$11 and \$14 of private investment in the waterfront.

FIGURE 4.56
Proposed Development Program

DEVELOPMENT PROGRAM		
USE	DESCRIPTION	AREA
Residential	770 - 825 Housing Units 20% Affordable Housing Units	868,000 sf
Retail	Small Offices, Restaurants, New and Existing Stores	317,000 sf
Hotel	400 - 450 Rooms	215,000 sf
Cultural	Museum, Church, Civic Space	200,000 sf
Parking	2000 Spaces Below & Above Grade For Buildings and Water Uses	700,000 sf
TOTAL		2,300,000 sf



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Land Use, Density and Building Massing

Building Heights and Massing

Many areas of Washington DC are characterized by buildings of constant height and material, resulting in a uniform and orderly appearance. While this consistency is appropriate for the monumental core and business areas of the District, the Southwest Waterfront is designed to include buildings of varied height and massing, which will create interesting spaces and street frontages, with open views between and around buildings.

The approach of the Southwest Development Plan is designed to be consistent with the architectural character of the surrounding Southwest neighborhood, and to extend many aspects of this character to the waterfront. In contrast with other parts of the city, the Southwest was designed in the 1960's as a community of mixed height buildings widely spaced in open pedestrian areas. The combination of low townhouses with mid-rise (9-12 story) residential towers created a sense of spatial openness with an abundance of light and mature greenery.

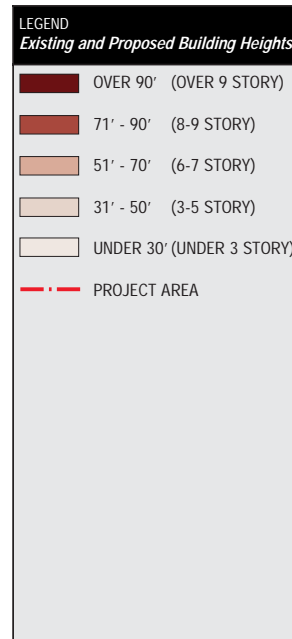


FIGURE 4.57
Existing and Proposed Building Heights



FIGURE 4.58
Southwest Architectural Character



FIGURE 4.59
Southwest Architectural Character



FIGURE 4.60
Southwest Architectural Character



FIGURE 4.61
Aerial view north

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New waterfront buildings will share the Southwest's aspect of varied height, and will range from 6-12 stories. The resulting skyline will preserve open views and sunlight between the taller elements. The numerous setbacks and roof levels create many opportunities for roof gardens, terraces and ecological "green roofs", which will benefit from the southern exposure of the site. This configuration will also allow for a wide variety of apartment sizes and types, and therefore, a diverse mix of residents.

The tallest parts of the buildings are designed with narrow profiles, avoiding "slab" buildings and minimizing shadows. Apart from these tower elements, the buildings step down in height towards the southern end of the site. A one or two-story community or cultural building on Site 6 will not be taller than the existing church which occupies the site today.

The proposed buildings locate housing above a two-story commercial base, designed to be flexible to allow a diverse range of retail, restaurant, or cultural uses to be included in the development. These spaces can include ground floor shops and cafes, as well as larger restaurants and tenants on the second level enjoying broad waterfront views. Outdoor dining will be encouraged adjacent to the promenade and on upper level terraces. The proposed development program can accommodate the existing businesses on the waterfront should they choose to participate in the redevelopment.

LEGEND	
Proposed Building Uses	
■	HOTEL
■	CULTURAL
■	RESIDENTIAL
■	OFFICE
■	RETAIL
■	PARKING

LEGEND	
Building Heights by Site	
1	6-9 story w/ 12 story tower
2	6-9 story w/ 12 story tower
3	6 story w/ 9 story tower
4	6 story w/ 9 story towers
5	4-6 story w/ 12 story tower
6	1-2 story

FIGURE 4.62

View of Proposed Massing from South

TABLE 4.B Development Program by Site								
SITE	BLDG FAR AREA	RESIDENTIAL	UNITS	HOTEL	UNITS	OFFICE	RETAIL	CULTURAL
1	413,000 sf	76,000 sf	60-70	215,000 sf	400-450	17,000 sf	76,000 sf	0
2	482,000 sf	304,000 sf	275-290	0	0	17,000 sf	54,000 sf	0
3	320,000 sf	168,000 sf	150-160	0	0	17,000 sf	47,000 sf	0
4	437,000 sf	233,000 sf	210-220	0	0	33,000 sf	56,000 sf	0
5	238,000 sf	87,000 sf	75-85	0	0	0	0	150,000 sf
6	50,000 sf	0	0	0	0	0	0	50,000 sf
Total	1,940,000 sf	868,000 sf	770-825	215,000 sf	400-450	84,000 sf	233,000 sf	200,000 sf



FIGURE 4.63

Base: retail, parking, office, residential uses

FIGURE 4.64

Hotel and cultural uses



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The two-story bases of the buildings wrap around parking garages which are located internally to the structures. Concealing parking from view is a basic design principle intended to maintain human scale and active streetwalls at the ground floor level. A row of townhouses and small offices or shops wraps the internal parking garages on Maine Avenue, ensuring that the side facing the adjacent neighborhood is attractive and encourages pedestrian activity and safety. Unlike the larger stores and restaurants on the waterfront, Maine Avenue shops could include smaller scale convenience retail for new and current neighborhood residents alike.

Site 1 includes a hotel located above the two story commercial base, containing between 400-450 rooms. The hotel is located near the active Market Square, an area more suited to visitors and commercial activity. The hotel will contribute to a nexus of urban activity at the Square, including the proposed redevelopment of the Tenth Street Overlook site to include a Visitor and Transportation Center and a significant national museum or monument under the AWI Southwest Waterfront Vision. Restaurants, meeting facilities, and public areas will benefit from proximity to the waterfront and nearby attractions.

At the other end of the project site, a large museum or cultural use will occupy the lower floors of the building on Site 5. This will complement the expansion of Arena Stage in this area, as well as a smaller cultural or community facility located on Site 6. Together, these developments will create a cultural hub surrounding the proposed Civic Park.

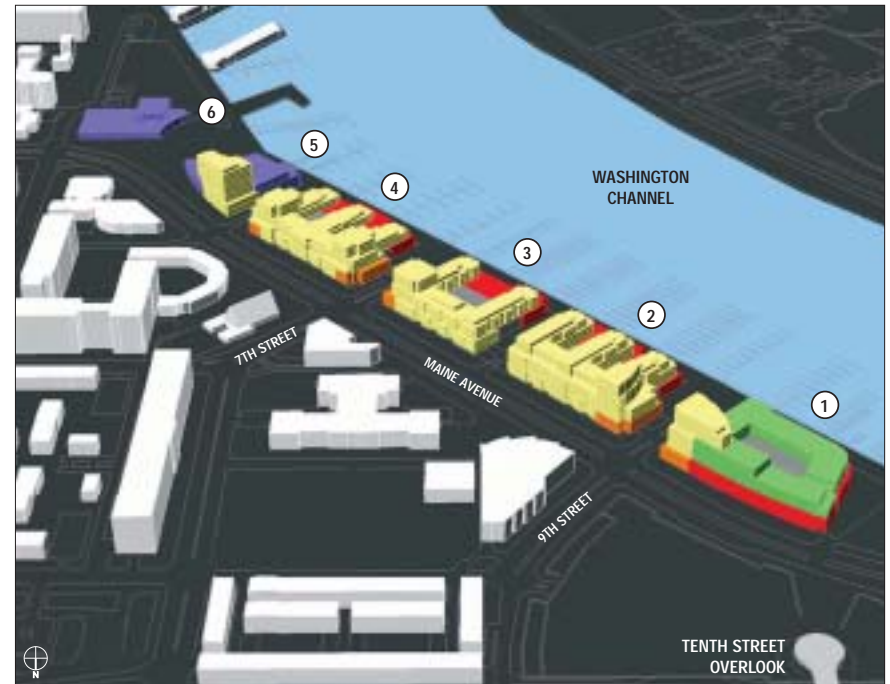
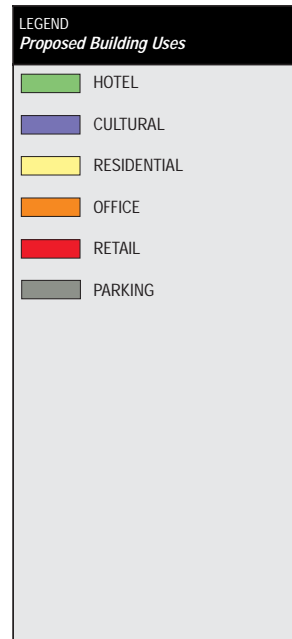


FIGURE 4.65

View of Proposed Massing from North



FIGURE 4.66
Vancouver, Canada



FIGURE 4.67
Vancouver, Canada



FIGURE 4.68
Boca Raton, Florida



FIGURE 4.69
San Francisco, California



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View Corridors and Viewsheds

The arrangement of buildings and public spaces in the Development Plan is designed to preserve view corridors to the waterfront at regular intervals, aligned with local streets which lead to the site. The view corridors are located at M Street, 7th and 9th Streets, and include the view from the 10th Street Overlook. Additional view corridor openings are created at mid-block locations between M, 7th and 9th Streets to provide greater connectivity from the adjoining neighborhood to the water.

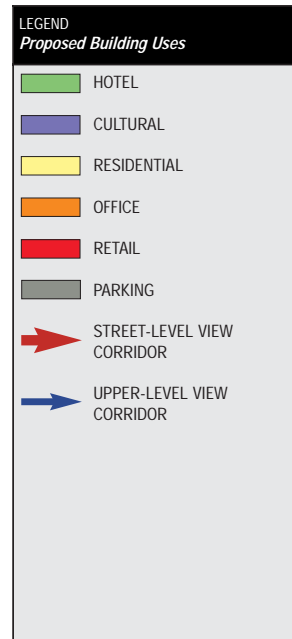


FIGURE 4.70
View Corridors and Massing from North





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Nearby residents in high-rise buildings will also maintain view corridors over the tops of the new waterfront buildings, created by the variation of heights in the design and by the narrow profiles of the tower elements. The existing tree cover currently blocks views at neighboring buildings up to six stories high. The 3-6 story massing at the base of the proposed buildings are intended to fall within the height of the existing tree cover. Important existing views to the Washington Monument, Jefferson Memorial, US Capitol, and to the water are preserved and unobstructed.

The proposed building on Site 6 will approximate the current height and profile of the existing church, preserving existing viewsheds from nearby housing complexes, and from the historic Thomas Law House to the water.

The view studies in the following pages are intended only for the purpose of understanding the view corridors that are created by the careful massing of the proposed buildings, and do not represent proposed architecture.



FIGURE 4.71
Existing View from Roof at Harbor Square



FIGURE 4.72
Proposed View from Roof at Harbor Square



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FIGURE 4.73
Existing View of Maine Avenue at Arena Stage



FIGURE 4.74
Proposed View of Maine Avenue at Arena Stage



FIGURE 4.75
Existing View of Maine Avenue at 7th Street



FIGURE 4.76
Proposed View of Maine Avenue at 7th Street



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FIGURE 4.77
Existing View Corridor at 7th Street



FIGURE 7.78
Proposed View Corridor at 7th Street



FIGURE 7.79
Existing View Corridor at 9th Street



FIGURE 4.80
Proposed View Corridor at 9th Street



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FIGURE 4.81
Existing View from 7th Floor of Tiber Island



FIGURE 4.82
Proposed View from 7th Floor of Tiber Island



FIGURE 4.83
Existing View from 4th Floor of Tiber Island



FIGURE 4.84
Proposed View from 4th Floor of Tiber Island

**DRAFT****Parking Plan**

The parking capacity provided on the site is based on the demand generated by the new development and the replacement of all existing parking that currently serves residents, land and maritime activity in the project area. Parking demand ratios are based on the District of Columbia's zoning requirements, and are typical of similar developments. A key design principle is to eliminate visible outdoor parking lots and garages.

A single below-grade parking level will be similar to the current configuration which was created in the 1960's, visible as a split-level condition alongside the waterfront promenade. This configuration raises the ground floor of each building above the 100-year floodplain elevation, allowing floodwaters to flow into the parking area and avoiding damaging overflows into surrounding neighborhoods. Additional parking is provided in above-grade garage structures which are concealed within the buildings. All parking access is provided at the ends of each building from the cul-de-sac access roads serving the site. Loading docks, trash removal, and other services are also accommodated from these interior vehicular areas, so that these facilities are not located on Maine Avenue.

TABLE 4.C
Parking Supply and Demand from New and Existing Uses

SITE	NEW PARKING SUPPLY	NEW PARKING DEMAND
1	316	369
2	484	348
3	409	219
4	518	297
5	103	262
6	240	0
TOTALS	2,070	1,495
*REPLACE EXISTING PARKING	530	
SURPLUS	45	

* Parking for existing uses whose parking will be displaced after redevelopment, including Gangplank Marina, Capitol Yacht Club, St. Augustine's Church, and existing on-street parking.

